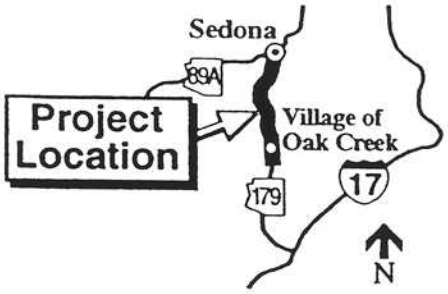
APPENDIX J. PUBLIC HEARING NOTICE AND PUBLIC HEARING AND OPEN HOUSE HANDOUTS

ARIZONA DEPARTMENT OF TRANSPORTATION

PUBLIC HEARING

SR 179 Location/Design Concept Study
Milepost 304.5 to the Junction of SR 89A
Yavapai County & Coconino County, Arizona



6:00 p.m. to 8:00 p.m., Thursday, February 18, 1999
Big Park Community School Gymnasium
25 West Saddlehorn Court
Sedona, Arizona 86351

The Arizona Department of Transportation (ADOT) will conduct a Public Hearing for the SR 179 Location/Design Concept Study on Thursday, February 18, 1999 at the Big Park Community School Gymnasium in the Village of Oak Creek from 6:00 p.m. to 8:00 p.m. A court reporter will be available to take comments from the public during the entire hearing.

The purpose of this meeting is to solicit public comments on the Draft Environmental Assessment for recommended improvements to SR 179 between Milepost 304.5 (located 1.6 miles south of Jacks Canyon Road) and SR89A. Copies of the Draft Environmental Assessment are available for review at the Sedona Public Library at 3250 White Bear Road in Sedona.

Displays will be available for viewing with discussion in an open forum format between 6:00 p.m. and 8:00 p.m. The public is encouraged to attend and participate in the meeting at anytime between those hours; however, there will be a brief presentation at 6:30 p.m.

Persons with a disability may request reasonable accommodations, such as sign language interpreter, by contacting Diane Simpson-Colebank, Logan Simpson Design: Phone (602) 967-1343, Fax (602) 966-9232. Requests should be made as early as possible to allow time to arrange the accommodations.

For additional information or to submit comments on this project, please contact George Wallace, ADOT Predesign Section, 1739 W. Jackson, Room 050P, Phoenix, Arizona 85007, Phone No. 1-602-712-7467, Fax No. 1-602-712-8992 or George Fies, BRW, Inc. 3003 N. Central Ave., Suite 700, Phoenix, Arizona 85012, Phone No. 1-602-234-1591 or Fax No. 1-602-230-9189. Written comments should be submitted to Mr. Wallace or Mr. Fies at the above addresses no later than March 8, 1999.

Don Dorman	**George Wallace**	**Tom Schmitt**
Flagstaff District Engineer	**Project Manager**	**State Engineer**

TRACS Project No. 179 YV 304 H3414 01L

OPEN HOUSE PUBLIC HEARING
SR 179 DESIGN CONCEPT STUDY

Thursday, February 18,1999; 6:00 p.m. to 8:00 p.m.
Big Park Community School Gymnasium
25 West Saddlehorn Court
Sedona, Arizona 86351

Welcome! The purpose of this meeting is to present the recommended SR 179 improvements to be constructed between MP 304.5 and MP 313.4 (SR 89A) and obtain public input regarding social, economic and environmental issues associated with the project.

The planning and development for the project is being conducted by ADOT. Federal funding will be used for the construction of the project. New right-of-way will be required for the project.

A brief presentation describing the Preferred Alternative C will begin at 6:30 p.m.

The Arizona Department of Transportation (ADOT) has developed alternatives and documented the findings in the Initial Design Concept Report. The social, economic and environmental impacts associated with the proposed improvements have been evaluated. These impacts have been summarized in the Draft Environmental Assessment.

ADOT and Consultant Staff wearing identification badges will answer your questions regarding the proposed improvements. When you have finished viewing the proposed improvements you may provide your comments regarding this project to the court reporters located in the gymnasium or you may fill-out the comment form provided in your handout and place it in the comment box located in the gymnasium or you may mail it in. **Written Comments will be accepted until March 8, 1999** and will be considered in making the final decision on a selected alternative.

For additional information or to submit written comments on this project please contact George Wallace, ADOT Studies Section, 1739 W. Jackson, Room 050P, Phoenix, AZ 85007; or Phone: 1-602-712-7467; Fax No.: 1-602-712-8992 or contact George Res, BRW, Inc., 3003 N. Central Ave., Suite 700, Phoenix, AZ 85012, Phone No.: 1-602-234-1591 or Fax No.: 1-602-230-9189.

LOCATION OF STUDY AREA

The SR 179 Design Concept Study begins at milepost 304.5 and ends at SR 89A which is located at milepost 313.4.

RECOMMENDED ALTERNATIVE C

Alternative C was developed as a result of collecting new accident and traffic data, obtaining plans of future development and continuing coordination efforts with the affected agencies. Alternative C is comprised of the following typical sections:

- A 4-lane rural roadway with a raised (curbed) median from MP 304.5 to MP 305.9 (south of the Sedona Golf Resort Entrance);
- A 4-lane urban roadway with raised (curbed) median from MP 305.9 to MP 307.1 (located just north of Bell Rock Boulevard);
- A 4-lane rural roadway with raised (curbed) median from MP 307.1 to MP 307.2 (located 0.2 miles north of Bell Rock Boulevard);
- A 4-lane rural divided roadway with bifurcated (independent) alignments from MP 307.2 to MP 309.6 (located 0.5 miles south of Back-O-Beyond Road);
- A 4-lane rural roadway with raised (curbed) median from MP 309.6 to MP 309.9 (located 0.2 miles south of Back-O-Beyond Road);
- A 4-lane urban roadway with a raised (curbed) median from MP 309.9 to MP 312.9 (south of Highland Road); and
- A 5-lane urban roadway from MP 312.9 to MP 313.4 (SR 89A).

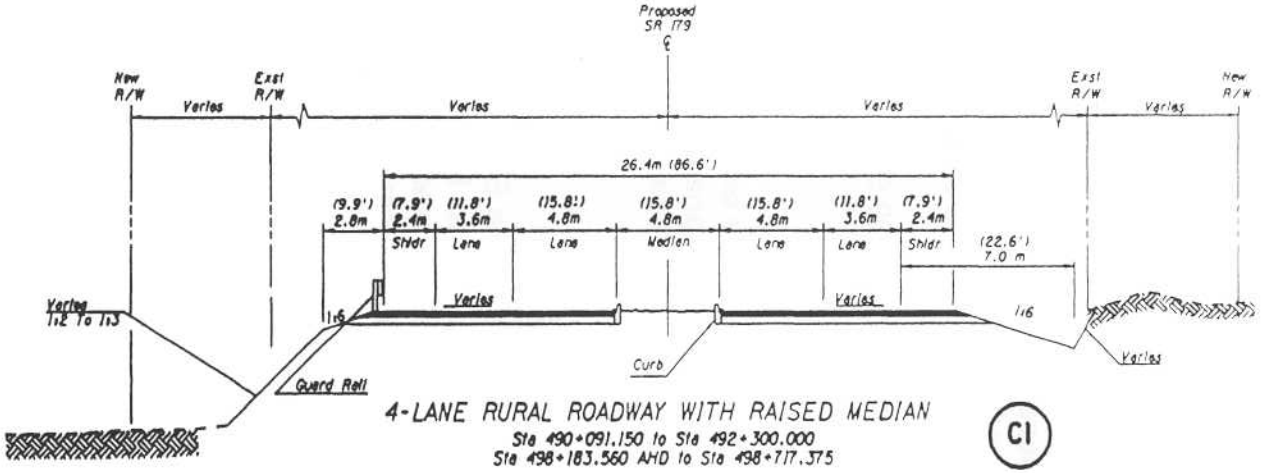
The estimated construction cost for Alternative C is $29,982,000. The estimated right-of-way required for this project includes 109 acres of National Forest Land and 12 acres of private land. The conceptual roadway alignment and typical sections for Alternative C are shown on pages 3 through 6.

SAFETY PULLOUTS FOR SCENIC VIEWING

In order to provide safe scenic viewing, there are five Pullouts on the East side of SR 179, three Pullouts on the West side of SR 179 and one Pullout located in the middle of the bifurcated roadways. In general, the Pullout in the bifurcated section and the Pullouts on the northbound side of SR 179 would consist of 24 parking spaces including two spaces for recreational vehicles (RVs) and two for tour buses. Each Pullout on the southbound side of SR 179 would consist of 17 spaces including two spaces for RVs and two for buses. The approximate locations of the proposed Pullouts are listed below:

1.MP 304.75 RIGHT
2. MP 307.22 RIGHT
3. MP 307.27 LEFT (potential future)
4. MP 308.27 RIGHT
5. MP 308.40 LEFT
6. MP 309.11 RIGHT (potential future)
7. MP 309.26 MIDDLE (potential future)
8. MP 309.86 RIGHT
9. MP 311*22* LEFT (potential future)

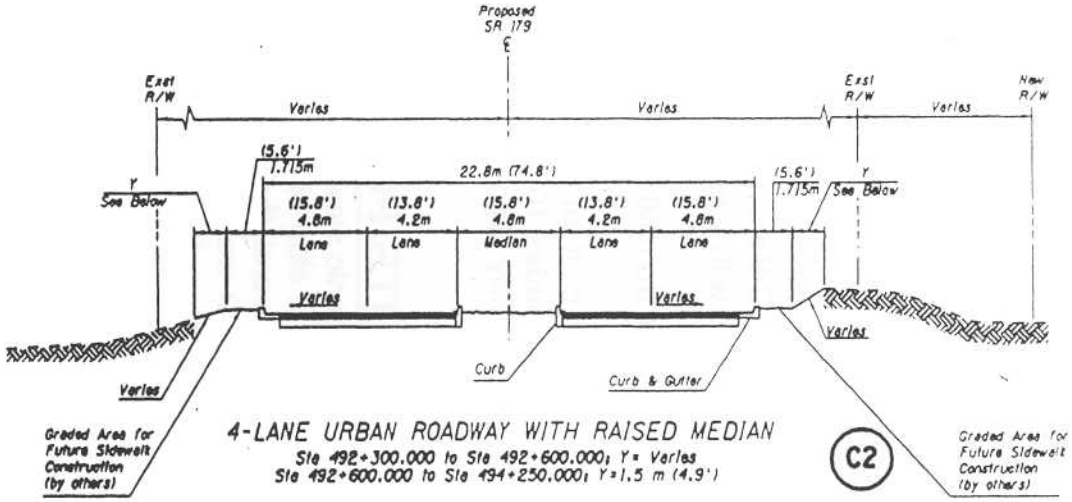
The conceptual locations of the 5 proposed and 4 potential future pullouts are shown on page 7.



4-LANE RURAL ROADWAY WITH RAISED MEDIAN

Sta 490+091.150 to Sta 492+300.000
Sta 498+183.560 AHD to Sta 498+717.375

C1

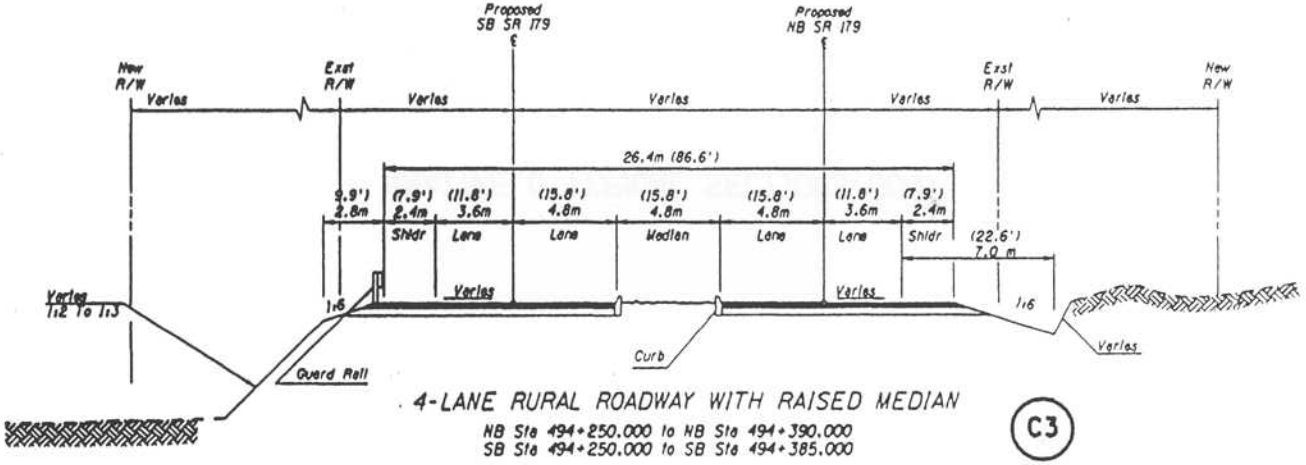


4-LANE URBAN ROADWAY WITH RAISED MEDIAN

Sta 492+300.000 to Sta 492+600.000; Y = Varies
Sta 492+600.000 to Sta 494+250.000; Y = 1.5 m (4.9')

C2

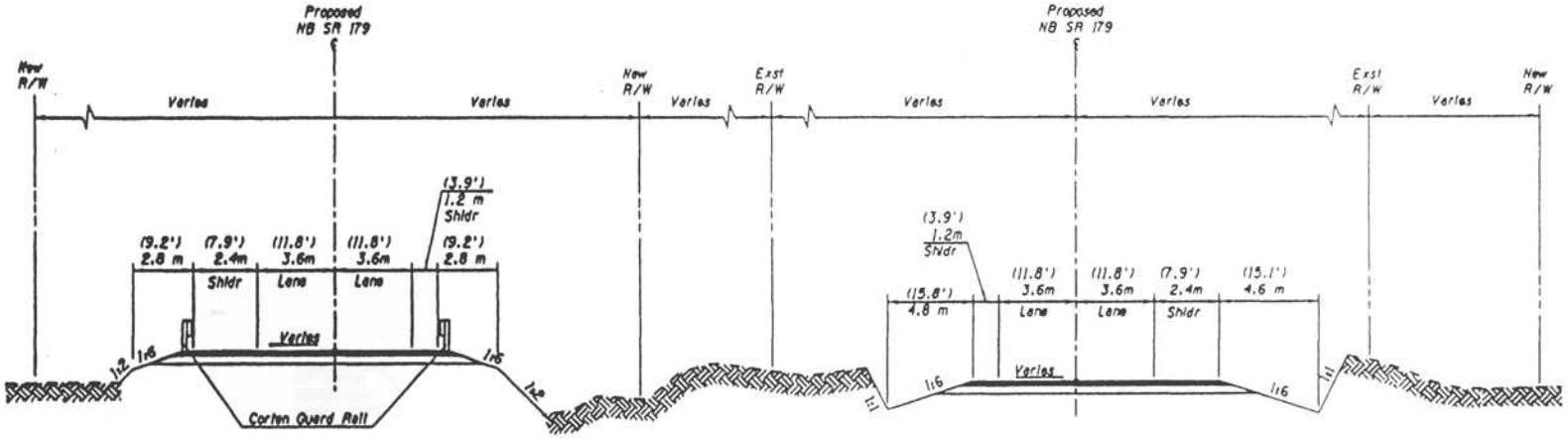
ALTERNATIVE C TYPICAL SECTIONS



4-LANE RURAL ROADWAY WITH RAISED MEDIAN

NB Sta 494+250.000 to NB Sta 494+390.000
SB Sta 494+250.000 to SB Sta 494+385.000

C3

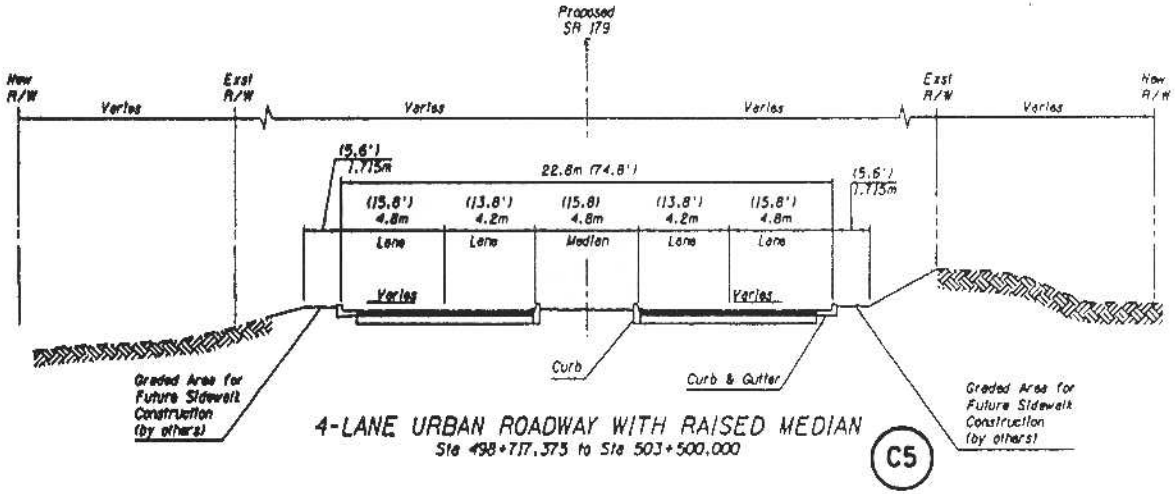


4-LANE RURAL DIVIDED ROADWAY

NB Sta 494+390.000 to NB Sta 498+136.399 BK = 498+183.560 AHD
SB Sta 494+385.000 to SB Sta 497+903.752 BK = 498+183.560 AHD

C4

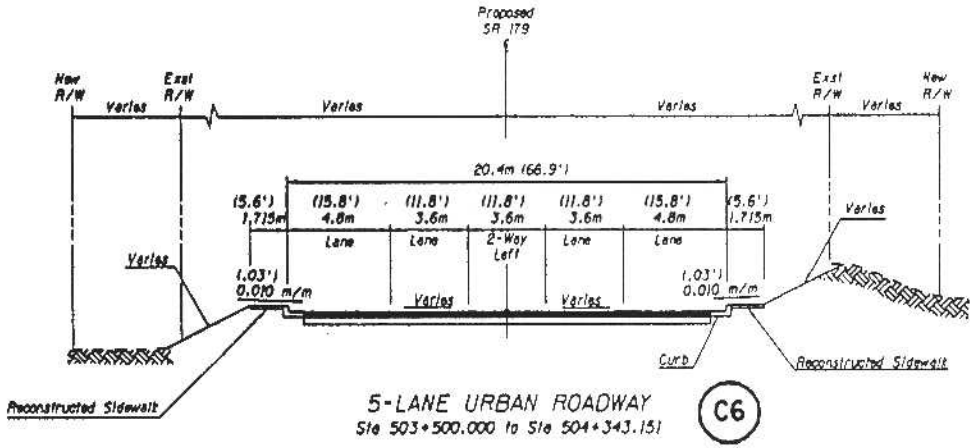
ALTERNATIVE C TYPICAL SECTIONS CONT.



4-LANE URBAN ROADWAY WITH RAISED MEDIAN

Sta 498+717.373 to Sta 503+500.000

C5



5-LANE URBAN ROADWAY

Sta 503+500.000 to Sta 504+343.151

C6

ALTERNATIVE C TYPICAL SECTIONS CONT.

SR 179 PROJECTS CURRENTLY PROGRAMMED

The Fiscal Year 1999-2003 Five-Year Highway Construction Program lists $3,000,000 for design and $6,000,000 for right-of-way acquisition in Fiscal Year 1999. In addition, the Five-Year Program lists $10,000,000 for one construction project in Fiscal Year 2000 and $20,000,000 for two construction projects in Fiscal Year 2002. The current update to the Five-Year Program would construct the proposed improvements in two phases from MP 304.5 to MP 310.1 and from MP 310.1 to MP 313.4. Reallocation of the monies in the Program is expected to occur after the Public Hearing.

SR 179 DRAFT MITIGATION MEASURES

The Draft Mitigation Measures that will be implemented with this project are shown on pages 9 through 14.

Draft Mitigation Measures
for
SR 179 (Village of Oak Creek to Sedona)

Yavapai and Coconino Counties, Arizona
TRACS Project No. 179 YV 304 H3414 01L
Federal Project No. STP-238 ( )

Arizona Department of Transportation (ADOT) Responsibilities:

1. ADOT will maintain pavement and drainage structures within the scenic pull-outs.

2. Final location of noise abatement measures will be determined in final design.

3. A resource protection plan will be included in the construction documents to identify sensitive areas within the project limits that will need to be protected from construction impacts. Riparian areas and key visual elements to be retained such as rock outcrops and stands of cottonwoods will be identified in these plans. All removed riparian woody vegetation such as cottonwood, sycamore and ash trees four inches or larger in caliper will be replaced with five gallon container grown plants or pole plantings and shown on the landscape plans prepared for the project during final design.

4. The revegetation and soil protection efforts on Coconino National Forest lands will be examined by the Forest Service and ADOT one year after construction. If needed, revegetation efforts will be repeated after this first year of construction.

5. Wildlife water collection sources will be provided on both the east and west side of the project near Station 496+200 northbound (MP 308.3) and Station 496+400 southbound. The Arizona Game & Fish Department will maintain these collection sources after construction.

6. To accommodate wildlife movement, newly constructed box culverts will be at least 1.2 meters (48 inches) high by 1.2 meters (48 inches) wide.

7. No blasting will occur between March 1 and August 31 within a one-mile radius of the Peregrine falcon's Gibralter Rock eyrie location. The no-blast area will be identified on the resource protection plans in final design and approved by the Forest Service.

8. The following visual mitigation measures will be incorporated in the final design:

   - Guidelines for Highways on National Forest Lands, ADOT/USFS (1994) will be followed on National Forest lands.

   - Retaining walls, sound walls, bridge piers and abutments will be treated with a patterned or textured surface as appropriate. Retaining walls, sound walls, concrete headwalls, bridge piers and abutments, bridge girders, the underside of the bridge deck, the exposed surfaces of the bridge barriers arid metal handrails on the bridges will be colored with an approved coloring agent that will blend with the natural surroundings. This coloring will be

coordinated with the Forest Service, ADOT, Village of Oak Creek and local jurisdictions during final design.

- Provide 0.3 meter to 0.6 meter (1-2 feet) of porous fill over trees adjacent to the toes of slopes.

- Limit signing and other roadside elements such as paddleboards, reflectors, delineators, and object markers to those absolutely essential.

- Use the steepest rock cut and fill slopes possible based on geotechnical findings to minimize disturbance. Blasting in rock slopes should create irregular but stable rock faces.

- Fill slopes will be a maximum of 1:2 (V:H) depending on site specific conditions as determined during final design.

- Cut and fill slopes should simulate the terrain of the surrounding area. Cut and fill slopes should be constructed with varied slope ratios to leave an irregular, undulating or roughened appearance with staggered ledges rather than a uniform grade. The slope ratios should vary from the top to the bottom of the slope face and from station to station. In areas where natural rock outcrops exist, boulders excavated during construction should be stockpiled and placed beyond the recovery zone in random patterns similar to natural surroundings places outside of the recovery zone.

- Utilize natural tone metals such as weathering steel with non-contrasting finish for guardrails.

- Create planting pockets in cut slopes or utilize stepped retaining walls at the following approximate locations: southbound Station 495+640 Right (Rt.) to Station 495+900 Rt., northbound Station 495+600 Left (Lt.). to Station 495+900 Lt., northbound Station 496+680 Lt. to Station 496+860 Lt., Station 500+920 Lt. to Station 501+100 Lt., Station 502+350 Lt. to Station 502+560 Lt., Station 502+600 Lt to Station 503+040 Lt., Station 502+000 Rt. to Station 502+940 RL, Station 503+340 Lt. to Station 503+480 Lt., and Station 503+520 Lt. to Station 503+800. Refer to Appendix A for the station locations on the preliminary roadway plans. Exact locations will be determined during final design.

- Remove asphalt from site or incorporate asphalt into roadway embankments, reshape roadbed, scarify and revegetate all abandoned sections of old highway to blend with existing landscape.

- Rock outcrops should be left in place if stable and do not create a hazard to the traveling public or interfere with construction.

- The clearing limits within National Forest lands will be irregular and staked by the construction contractor for approval by the Forest Service and ADOT prior to the start of clearing. Limits of clearing will generally extend from the top of slope cuts (including rounding) to the toe of fills. Straight clearing lines will be avoided where possible by varying the width of the area to be cleared, or by leaving selected clumps of vegetation near the edge of the clearing limit

- Within the National Forest lands, the roadway medians will be planted with drought tolerant native species shrubs, agave and prickly-pear cactus using densities similar to adjacent undisturbed areas. No trees will be planted in the median. The medians will not have a permanent irrigation system. ADOT will maintain the landscaping within these medians. Medians within non-National Forest lands will be surfaced with crushed native rock material from the study area vicinity.

9. Photographic documentation of the site conditions prior to construction of the Oak Creek bridge will be made by ADOT and included in the revegetation plans for use during site restoration.

10. Bell Rock Vista multi-use facility will be replaced by constructing two scenic pull-outs, one near Station 496+200 northbound and the second near Station 496+400 southbound. The scenic pull-out at Station 496+200 northbound will include replacement of the restroom facilities. The restroom facility will be appropriately sized, sited and designed to the fit the expected use of the scenic pull-out as well as the scenic and environmental factors for the site.

11. Tour bus parking at the scenic pull-out located near MP 308.3 (Station 496+000) will be prohibited. Tour buses will be directed to the scenic pull-out located near MP 307.3 (Station 494+400).

Coconino National Forest Service Responsibilities:

1. The Coconino National Forest Service will be responsible for use management, signs and other facilities at the scenic pullouts.

2. In order to minimize ground disturbance, construction access on National Forest lands will be pre-approved by the National Forest and shown on the project plans.

3. The revegetation and soil protection efforts on National Forest lands will be examined by the Forest Service and ADOT one year after construction. If needed, revegetation efforts will be repeated after this first year of construction.

4. Slashings (tree trunks, branches, stumps, cacti and other vegetation); excess rock and soil material resulting from clearing operations on Forest land will be deposited in sites approved by the Forest Service.

5. No blasting will occur between March 1 and August 31 within a one-mile radius of the Peregrine falcon's Gibraltar Rock eyrie location. The no-blast area will be identified on the resource protection plans in final design and approved by the Forest Service.

6. Retaining walls, sound walls, bridge piers and abutments will be treated with a patterned or textured surface as appropriate. Retaining walls, sound walls, concrete headwalis, bridge piers and abutments, bridge girders, the underside of the bridge deck, the exposed surfaces of the bridge barriers and metal handrails on the bridges will be colored with an approved coloring agent that will blend with the natural surroundings. This coloring will be coordinated with the Forest Service, ADOT, Village of Oak Creek and local jurisdictions during final design.

7. The clearing limits within National Forest lands will be irregular and staked by the construction contractor for approval by the Forest Service and ADOT prior to the start of clearing.

Contractors Responsibilities:

1. Contractor will install fencing on National Forest lands prior to construction to keep cattle from accessing the highway and limit off-road vehicular access.

2. The expansion of the parking areas at the two Beil Rock Trailheads (Milepost (MP) 307.3 and MP 309.9) will not be done at the same time. Construction activities at the trailheads/scenic pullouts will take place between November 1 to April 1. Information signs would be placed along SR 179 to inform people of the closure of the trailheads/scenic pullouts.

3. The majority of the construction activities adjacent to the Bell Rock Pathway on the roadway near MP 307.3 and MP 309.9 will be conducted during the week days and not on weekends or holidays when there is a higher volume of trail use.

4. Temporary signs and flashing lights would be placed at the City Perimeter Loop Trail culvert near MP 309.3 to warn motorists of pedestrians crossing the highway. Signs will be posted at the Cathedral Rock and the north Red Rock Pathway trailheads, alerting the public on either side of this portion of the trail about the construction activities. During active construction, traffic control personnel will be present to assist trail users who wanted to cross SR 179 at this location.

5. In order to minimize ground disturbance, construction access on National Forest lands will be pre-approved by the Coconino National Forest and shown on the project plans. Contractor will install right-of-way fencing on National Forest lands prior to construction to limit off-road access and keep cattle from accessing the highway. Any equipment yards, batch plants or other construction-related activities will occur within the designated limits of disturbance. No construction vehicle movement shall occur on National Forest lands outside the construction access limits. On non-National Forest lands, the contractor must obtain written permission from ADOT for construction-related activities outside the designated limits of disturbance.

6. Vegetation will be preserved and protected outside of the specified clearing limits. The contractor will only remove trees when specifically authorized to do so by ADOT and will avoid damaging vegetation that is to remain in place.

7. Slashings (tree trunks, branches, stumps, cacti and other vegetation), excess rock and soil material resulting from clearing operations on Forest land will be deposited in sites approved by the Forest Service. Brush or roots will be chipped and spread at the approved sites in a natural, unobtrusive manner.

8. Revegetation will occur in a progressive manner once a portion of the roadway improvements has been completed. Native species adapted to the area will be used in all areas of disturbance. Non-native species may be used on non-Forest lands where immediate protection of the ground surface is necessary. Containerized or potted seedlings as well as bare root stock and vegetation salvaged from within the construction Omits may be considered for the revegetation. The percent of salvaged plant material used will be determined during

the design phase. The revegetation and soil protection efforts on Coconino National Forest lands will be examined by the Forest Service and ADOT one year after construction. If needed, revegetation efforts will be repeated after this first year of construction. Any fill, seed, or mulch material brought in from off-site will be free of noxious weeds, and construction equipment will be free of noxious weeds and toxic materials.

To accommodate wildlife movement, newly constructed box culverts will be at least 1.2 meters (48 inches) high by 1.2 meters (48 inches) wide.

9. No blasting will occur between March 1 and August 31 within a one-mile radius of the Peregrine falcon's Gibralter Rock eyrie location. The no-blast area will be identified on the
resource protection plans in final design. '

10. The following visual mitigation measures will be incorporated in the final design:

- Guidelines for Highways on National Forest Lands, ADOT/USFS (1994) will be followed.
- • Use the steepest rock cut slopes possible based on geotechnical findings to reduce disturbance. Blasting in rock cuts should create irregular but stable rock faces.
- Fill slopes will be a maximum of 1:2 (V:H) depending on site specific conditions as determined during final design. Fill slopes should simulate the terrain of the surrounding area. Fill slopes should be constructed with varied slope ratios to leave an irregular, undulating or roughened appearance with staggered ledges rather than a uniform grade. The slope ratios should vary from the top to the bottom of the slope face and from station to station. In areas where natural rock outcrops exist, boulders excavated during construction should be stockpiled and placed beyond the recovery zone in random patterns similar to natural surroundings places outside of the errant vehicular clear zone.
- Remove asphalt from site or incorporate asphalt into roadway embankments, reshape roadbed, scarify and revegetate all abandoned sections of old highway to blend with existing landscape.
- Rock outcrops should be left in place if stable and do not create a hazard to the traveling public or interfere with construction.
- The clearing limits within National Forest lands will be irregular and staked by the construction contractor for approval by the Coconino National Forest and ADOT prior to the start of clearing. Limits of clearing will generally extend from the top of slope cuts (inching founding) to the toe of fills. Straight clearing lines will be avoided where possible by varying the width of the area to be cleared, or by leaving selected clumps of vegetatipn near the edge of the clearing limit.

11. The terms and conditions of the U.S. Army Corps of Engineer's Nationwide 404 Permits will be followed for work affecting Oak Creek, Jack's Canyon Wash, Margs Wash and any of the unnamed washes within the study area that are under the jurisdiction of the U.S. Amy Corps of Engineers.

12. Discharges of dredged or fill material into "Waters of the US" shall be minimized or avoided to the maximum extent practicable within the project area. No discharge of dredged or fill material into "Waters of the US" may consist of unsuitable material (e.g., trash, debris, car bodies, asphalt, etc.), and material discharged must be free from toxic pollutants in toxic amounts (see Section 307 of the Clean Water Act). Any temporary fills must be removed in their entirety and the affected areas returned to their preexisting elevation.

13. Construction activities adjacent to Oak Creek will be coordinated with all of the regulatory and affected agencies. Roadway catch basins that discharge directly into Oak Creek will be constructed with skimmers in order to contain any hydrocarbons, debris and sediment.

14. Construction activities for the bridge that occur at Oak Creek wfil take place during low flow periods, from August through December, to avoid potential impacts to fish during spawning. Any required water diversion structure must have a spillway or culvert that will allow water to continually flow to permit natural fish movement up and downstream. The diversion structure must have the capabilities to be lowered or readily removed in case of a high water event so that it would not be washed downstream. Reconstruction of the bridge will require the use of some type of catchment mechanism under the structure to intercept inadvertent construction material dropped from the structure. Runoff from the finished bridge deck will not discharge directly into Oak Creek. Stormwater runoff from the deck will be directed to a holding tank or detention basin with the capacity for the 25-year on-site runoff event with a 10% freeboard for hazardous material purposes. The Arizona Department of Environmental Quality (ADEQ) will be notified by the contractor before project construction begins.

15. During the retaining wall construction along Oak Creek, a sediment filter fence constructed with hay bales will be installed to contain and filter sediment during runoff periods. If possible, a settling pond should be constructed in conjunction with the hay bales to filter sediment.

COMMENT SHEET
OPEN HOUSE PUBLIC HEARING
SR 179 DESIGN CONCEPT STUDY

Thursday, February 18, 1999; 6:00 p.m. to 8:00 p.m.
Big Park Community School Gymnasium
25 West Saddlehorn Court
Sedona, Arizona 86351

The Arizona Department of Transportation would like to obtain your input regarding social, ecomonic, environmental and design issues associated with this project. Please list your name and address below. We will contact you at a later date to discuss your comment if needed. You may submit your comments here tonight, or send your comments by **March 8, 1999** to:

Mr. George Wallace
Arizona Department of Transportation
1739 W. Jackson, Room 050P
Phoenix, Arizona 85007
Phone # 1-602-712-7467
Fax # 1-602-712-8992

Mr. George Fies
BRW, Inc.
3003 N. Central Avenue, Suite 700
Phoenix, Arizona 85012
Phone # 1-602-234-1591
Fax # 1-602-230-9189

(PLEASE PRINT)

Name: _____

Address: _____

Comments: _____

August 25 & 26, 2000 Open House
for
State Route 179
Village of Oak Creek - Sedona
MP 304.53 (Beginning of Project) to MP 313.44 (End of Project at SR 89A)

Fact Sheet

Introduction

The primary purposes of this open house are to provide information on the status of the SR 179 Design Concept Study and Environmental Assessment (EA) and to provide information concerning the preferred alternative for the design of improvements to SR 179.

Improvements to SR 179 are planned for two contiguous projects, as follows:

- Village Section - MP 304.53 (1.4 miles south of the entrance to the Sedona Golf Resort) to MP 310.10 (Back-O-Beyond Road)
- Sedona Section-MP 310.10 (Back-O-Beyond Road) to MP 313.44 (SR89A)

ADOT has recognized for many years that the Sedona and Village of Oak Creek area is a very unique scenic area. This is reflected in the Scenic Route designation for SR 179 and in our approach to both the prior SR 179 Corridor Study (1992) and the current SR 179 Design Concept Study. In addition to the traffic operations focus of the study, the environmental analysis included an emphasis on the visual aspects of the alternative design concepts. The emphasis on the visual aspects of improvements to SR 179 will be maintained as both of these projects move forward into design and construction.

Project History

- **SR 179,1-17 to SR89A, Corridor Study Completed in 1992**
  - **Work began in May 1994.**
  - **Three design alternatives considered.**
  - **Key Conclusions: Four-lane facility needed; improvements should stay on or close to the existing highway corridor.**

- **SR 179, Village of Oak Creek to SR 89A, Design Concept Study and Environmental Assessment (EA)**
  - **Work began in May 1994.**
  - **Three design alternatives considered.**
  - **Held three official public meetings.**
  - **Conducted 11 agency workshops.**
  - **Coordinated with City of Sedona, Coconino National Forest, Village of Oak Creek, Coconino County, Yavapai County, Sedona Village Business Association, Arizona Department of Environmental Quality, Arizona Game and Rsh Department, and the Corps of Engineers.**

- **SR 179 Public Hearing held February 18, 1999 to present the preferred alternative (Alternative C) and to receive public comments**
  - Received more than 300 written comments, five petitions, 62 testifiers to the court reporter, and letters from agencies, elected officials, and associations during 30 day comment period

- **Activities since the public hearing**
  - Additional comments have been received and considered
  - City of Sedona appointed SR 179 Design Advisory Committee; ADOT met with group three times.
  - Design team evaluated all suggestions and comments,

- **SR 179 Design Concept Revisions, since the public hearing (in response to public and agency input)**
  - Design Speed reduced to 40 mph (originally proposed at 50 mph) between Back-O-Beyond and Arrow Drive (1.9 miles); posted speed limits will be established by the ADOT Regional Traffic Engineer and will be at or less than the design speed.
  - Roadway width (typical section) reduced to 68' (originally proposed at 76') between Back-O-Beyond and Arrow Drive. Narrowing of roadway accomplished by reduction of median width from 16' to 8'.
  - Revised alignment at Hillside Shops and Exposures Gallery to avoid parking impacts and to minimize right-of-way impacts; new proposed alignment will require acquisition of the Inn on Oak Creek property.
  - Revised alignment at Oak Creek Orchards to avoid parking impacts.
  - Reduced retaining wall requirements in the City of Sedona at six locations by a total of more than 1350 linear feet as a result of refinements to the alignment and profile and the narrowing of the roadway typical section.
  - Five foot wide sidewalks will be constructed with the project as follows:
    - In the Village of Oak Creek, on both sides of SR 179, between Ridge Trail Drive (Sedona Golf Resort Entrance) and the Forest boundary at the north end of the Village, with a new east sidewalk continuing north to the Forest Service pullout located just south of Bell Rock.
    - In the City of Sedona, between Canyon Drive and the "Y" (SR 89A) -proposed for the east side only between Canyon Drive and Schnebly Hill Road and on both sides between Schnebly Hill Road and the "Y".

- **Issues and Opportunities to be addressed/resolved during final design**
  - Retaining Wall requirements - the EA shows a "worst case scenario" for retaining wall requirements. In some locations, the natural rock material may be stable and strong enough to stand up without a retaining wall. Geotechnical investigations and studies will be considered in making these decisions.
  - Potential Noise Barriers - the EA shows the location of potential noise barriers as a means to mitigate traffic noise at qualified receptors (typically residences). Using both ADOT and Federal Highway Administration

criteria, the need for noise mitigation will be re-evaluated during final design, using the final design speed and final roadway line and grade. The property owners who are entitled to noise mitigation at each location must indicate their approval before ADOT would construct a noise barrier.

- Wall treatments - ADOT will work closely with the Forest Service, the Village of Oak Creek Associations, and the City of Sedona to design walls that are visually sensitive to the surroundings. In addition to visual considerations, ADOT will also consider safety, maintenance, and cost in deciding on treatments for walls.

- **Other considerations and decisions**
  - Bicycles - A bicycle is legally a vehicle and bicyclists have the right to share the roadway with vehicles. The proposed rural typical sections include 8' wide shoulders, which may be used by bicyclists. The proposed curbed typical sections include a 16' outside lane, which is 4' wider than a standard lane and provides for more separation of vehicles and bicycles in a shared lane operation.
  - Landscaping - ADOT will work with the City to pursue funding for landscaping, if available, since landscaping is not included in the project scope and funding. The raised medians will include crushed red rock and sleeves to facilitate future landscape improvements. Revegetation of areas disturbed during construction is included as part of the project scope.

What's Next

- Complete the Environmental Assessment (estimated completion in October, 2000)
- ADOT will proceed with the design of the selected alternative in two segments, as follows:
  - Village Section: Plan to begin design in autumn of 2000; construction is funded in Fiscal Year (FY) 2002 and will begin in 2003.
  - Sedona Section: Plan to begin design in winter of 2001; construction is funded in FY 2003 and will begin in 2004.

Other Frequently Asked Questions and Answers:

RIght-of-Wav

New right-of-way will be required for reconstruction of SR 179. Approximately 49 private landowners and 53 parcels will be affected by the proposed improvements. The estimated right-of-way required for this project includes the potential acquisition of one residence, three commercial buildings, one gas station canopy structure, 110 acres of National Forest land and 11 acres of private land. Additional land, which may be required for temporary construction and drainage easements, will be determined during the final roadway design.

Alternative Pavement Treatment of Center Lane

ADOT will consider the use of a red patterned concrete pavement in the median of SR 179 in the City of Sedona if the City will accept the maintenance of the concrete median areas. The use of this median treatment presents maintenance concerns since damage to both the pavement and to snow removal equipment may occur at locations where this patterned concrete is used. Additionally, colored pavements are difficult and costly .to match in repair areas due to normal traffic wear and weathering.

Cantilever Tubular Sign at the "Y"

Because of safety and operational concerns, ADOT may need to install overhead directional signs at the intersection of SR 179 and SR 89A to provide the traveling public with advance notice of the mandatory and optional turn lanes. ADOT will work with the City of Sedona to design sign support systems that are "in character" with the Up Town area of the City. Factors that ADOT will consider in the design of the support systems are visual considerations, construction cost and maintenance requirements.

Ranger Road Extension

Because Ranger Road is not part of SR 179, it has not been included in the design concept study. If the City obtains the necessary environmental and right-of-way clearances for Ranger Road as an alternate for the SR 179 connection to SR 89A, ADOT would be willing to discuss an exchange for the affected section of SR 179, provided that the City would be willing to fund all costs in excess of those that would have been associated with improving the current section of SR 179.

Relocating Above Ground Utility lines Under Ground

ADOT cannot participate financially in under grounding of overhead utilities. However, if other parties should agree to fund the under grounding of overhead utilities, ADOT would coordinate the utility design with the highway design and would incorporate the design into the construction project.

Construction Sequencing

Because the design of the Village of Oak Creek section is not as complex as the City of Sedona section, ADOT will move ahead to complete the Village' design work and then begin construction of the ‘Village’ section while continuing to complete the design of the City of Sedona section.

Traffic Impacts During Construction

The first 2.7 miles of roadway improvements from the beginning of the project at MP 304.5 to 307.2 and the 0.5 mile segment from MP 309.6 to 310.1 may require some detours in specific areas and likely will require flagging and pilot car operations to alternately carry one lane of traffic through the construction zone during the initial stages of this construction work.

The roadway for the 2.4 miles from MP 307.2 to 309.6 between the Village of Oak Creek and Sedona will consist of a bifurcated roadway. The existing roadway will become the new northbound roadway and a new southbound roadway will be constructed to the west of the existing road. The roadway construction in this 2.4 mile section will result in very few traffic impacts as the new southbound roadway and bridge will be constructed while two-way traffic is maintained on the existing roadway. After completion of this new southbound roadway, two-way traffic would be temporarily shifted to this new roadway while the existing road is being reconstructed as the new northbound roadway.

The final 3.3 miles of road from MP 310.1 to 313.4 through Sedona will very likely have unavoidable traffic impacts and delays during the construction of this segment of new roadway.

ADOT's objective throughout the entire project will be to maintain two lanes of traffic and vehicular access to all properties during construction of SR 179. However, there will be unavoidable traffic delays during construction and some temporary short-term stoppages will occur. ADOT will work with the media and local officials to encourage travelers to use alternate routes and/or to travel on SR 179 during periods of low traffic volumes. Numerous construction techniques and strategies will be developed during design and implemented during construction to minimize the inconvenience to the citizens of the Village of Oak Creek, City of Sedona and the traveling public.

Conclusion

ADOTs first priority is to provide a safe and serviceable statewide road system. Northern Arizona, like the rest of the State, is experiencing unparalleled growth that presents tremendous challenges to ail levels of government. We must all work together to meet these needs by balancing the safety and operational needs of the traveling public while maintaining a keen awareness and concern for preserving the beauty of the Sedona area and the State as a whole. . ADOT is committed to mitigate the visual impacts of the project as a part of our final design work. Because of the highly sensitive nature of the SR 179 project area, we intend to maintain a close working relationship and dialogue with representatives from the Village of Oak Creek, the City of Sedona, and the Forest Service throughout the final design, to assure that all objectives and concerns are considered.